



Adaptive Transportation Planning: Santa Fe Street Design Guide

Bohannon  **Huston**



| CITY OF SANTA FE

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PURPOSE

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APPLICATION

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SOLUTIONS



PURPOSE

In 2022, the City of Santa Fe adopted a **Complete Streets Resolution** in response to:

- Roadway safety hazards
- Climate change
- Public demand for multimodal facilities
- Desire to improve quality of life
- Encourage economic development

“The purpose of the City of Santa Fe Streets Design Guide is to assist design professionals and City staff in applying a consistent approach to street design. It is meant to provide modern multi-modal street design guidance.”

PURPOSE

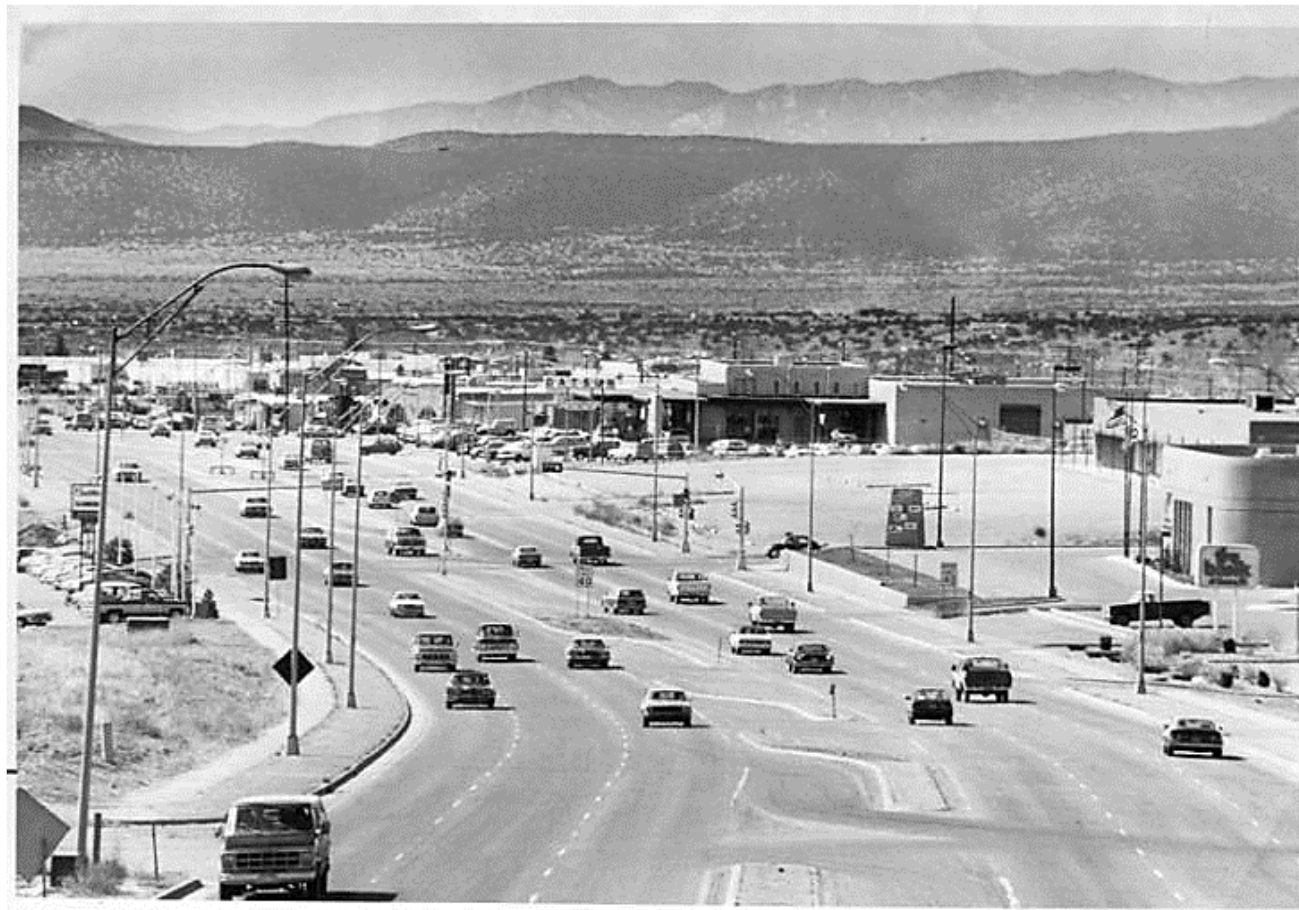


Goals

- Car Independence
- Multimodal Transportation System
- Improved Safety
- Multimodal Mobility and Accessibility
- Environmental Stewardship
- Economic and Community Vitality
- Congestion Relief and System Operations
- Public Health
- Social Equity

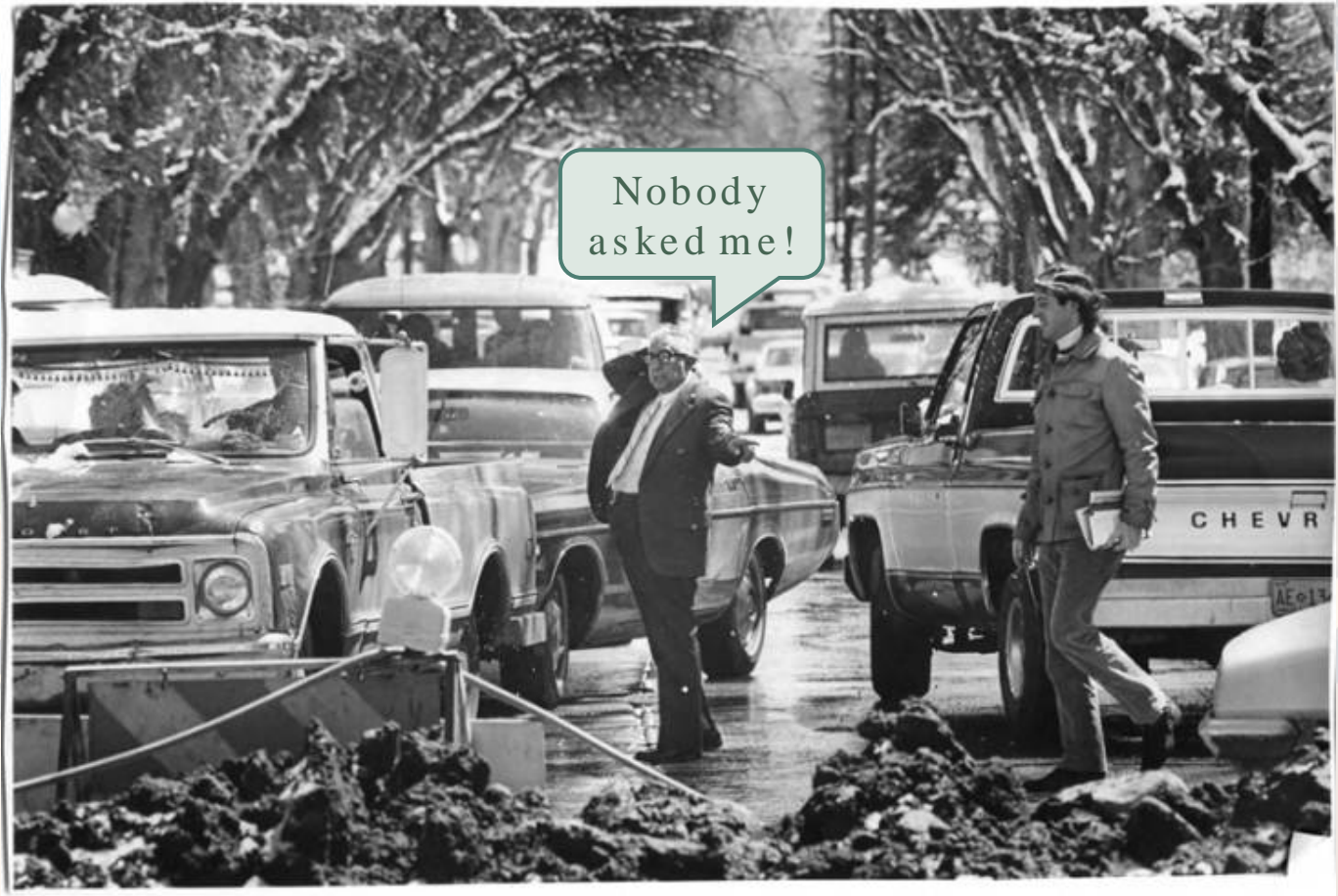
PURPOSE

Engineering in Service to **Community Values**?



PURPOSE

Recalibrating
Standards in
Service to
Community
Values



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Developing the **Streets Design Guide**

Local Context

- General Plan
- Pedestrian Master Plan
- Bicycle Master Plan
- Stormwater Strategic Management Plan
- Metropolitan Transportation Plan
- Multimodal Transition Plan

Street Design Guide

Reference Standards

General Street Design Guides

- Manual on Uniform Traffic Control Devices, 11th edition
- NACTO Urban Street Design Guide, 2012
- AASHTO Policy on Geometric Design of Highways and Streets, 7th edition

Pedestrian Design

- Public Right-of-Way Accessibility Guidelines (PROWAG)
- FHWA Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations

Bicycle Design

- NACTO Urban Bikeway Design Guide, 3rd edition
- AASHTO Guide for the Development of Bicycle Facilities, 5th edition

Transit Design

- NACTO Transit Street Design Guide

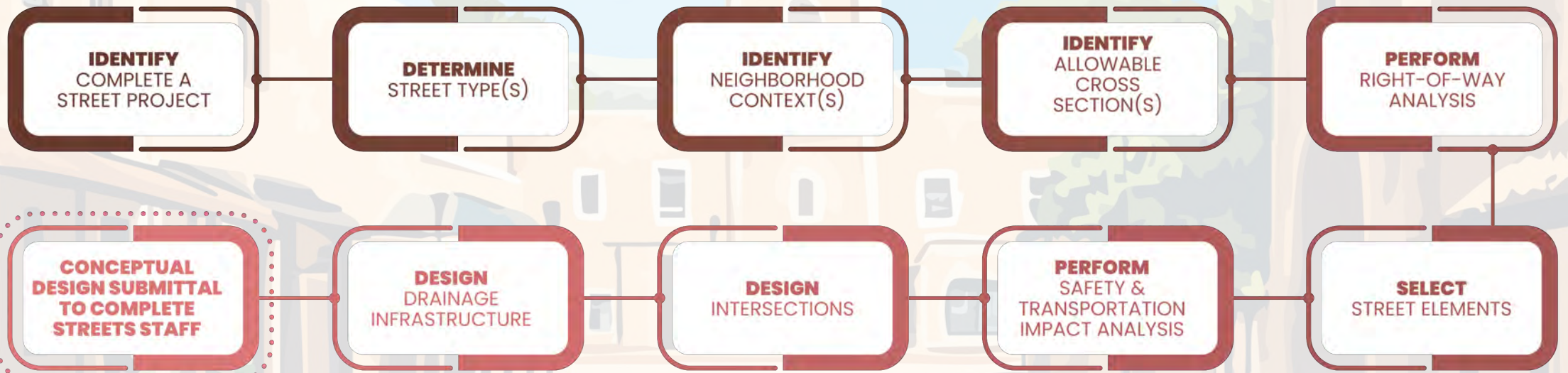
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Overview of **Guide Chapters**

- **Chapter 1:** Introduction & Purpose
- **Chapter 2:** Contextual Street Design Framework
- **Chapter 3:** Right of Way
- **Chapter 4:** Street Elements
- **Chapter 5:** TIA & Safety Analysis
- **Chapter 6:** Intersections
- **Chapter 7:** Street Drainage

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Putting the Guide into *Action*



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Contextual street design framework



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Street Types

Type II (Collectors)	Target	Maximum	Minimum	Historically Constrained	Notes
Pedestrian Zone	6'	10'	5'	5'	
Flexible Zone	6'	8'	4'	0	
Curb & Stormwater	2'	2'6"	1'6"	1'6"	
Bicycle Zones*	*	*	5'	*	*Refer to Bicycle Master Plan Network and 2025 Amendment: Designing for Safer Cycling
Shared Use Path*	12'	14'	8' **	8' **	*If utilized, replaces both the Pedestrian and Bicycle zones. ** 8' only acceptable if used on both sides of the road and if cyclists are provided one -way directional travel on either side of the street.
Parking Zone*	8'	8'	8'	7'	*Parking on Type II roadways optional. Gutter pan is included in parking width.
Vehicular Zone (Lane Widths)	9'6"	10'	9'6"	9'	11' travel lanes in industrial areas only.
Median Zone*	Flexible	11'	6'	0	*6' required to provide a mid -block crossings with a center refuge island, but not required length of corridor. Consult Chapter 5, Transportation Impact Analysis, for Left Turn Lane warrants.

Unless otherwise noted, all widths listed refer to a single side of the street and should be replicated on both sides.

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Zone Prioritization for Street Type II

Prioritization of Zone Width in Limited ROW	Pedestrian Zone	Flexible Zone	Curb & Gutter Zone	Bicycle Zone	Parking & Loading Zone	Vehicular Zone	Median Zone
Historic Districts	H	M	H	P	L	L	L
Neighborhood Centers/Commercial Centers	H	M	H	H / P	M	L	L
Industrial	M	L	H	P	L	H	M
School Zones	H	H	H	H / P	L	L	M
All others	H	M	H	P	L	M	M

H = High Priority | M = Medium Priority | L = Low Priority | P = Plan Specific | N/A = Not Applicable

All zones should be included unless otherwise specified. High priority multimodal elements take precedence over vehicular capacity (total lanes or lane width).

capacity (total

APPLICATION

Right-of-Way Analysis

Complete Streets Project
Identified

Determine Street Type

Identify applicable Subarea
Typology & Modal Networks

Identify
Allowable Cross Sections

Determine Priority Zone(s)

Analyze Available
Right-of-Way



APPLICATION

Right -of -Way Analysis

SCENARIO A

Preferred cross section fits in existing ROW

or

New street is being designed or dedicated.

Design to Preferred Cross Section.

APPLICATION

Right -of -Way Analysis

SCENARIO B

Preferred cross section does not fit, and ROW acquisition is feasible.



Acquire or dedicate ROW and design to Preferred Cross Section.

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Right -of -Way Analysis

SCENARIO C

ROW acquisition is not feasible, and Minimum Cross Section fits in existing ROW or ROW acquisition gives enough room for Minimum Cross Section.



Acquire or dedicate ROW (if necessary) and design to Minimum Cross Section, giving ROW preference to Priority Zones.

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Right -of -Way Analysis

SCENARIO D

ROW acquisition is not feasible, and Historically Constrained Cross Section fits in existing ROW.



Design to Historically Constrained Cross Section, giving ROW preference to Priority Zones.

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Right -of -Way Analysis

SCENARIO E

ROW acquisition is not feasible, and Historically Constrained Cross Section does not fit in existing ROW.



Consult with City Engineer.

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Example Cross Section Preferred Rodeo Rd. (Type III)

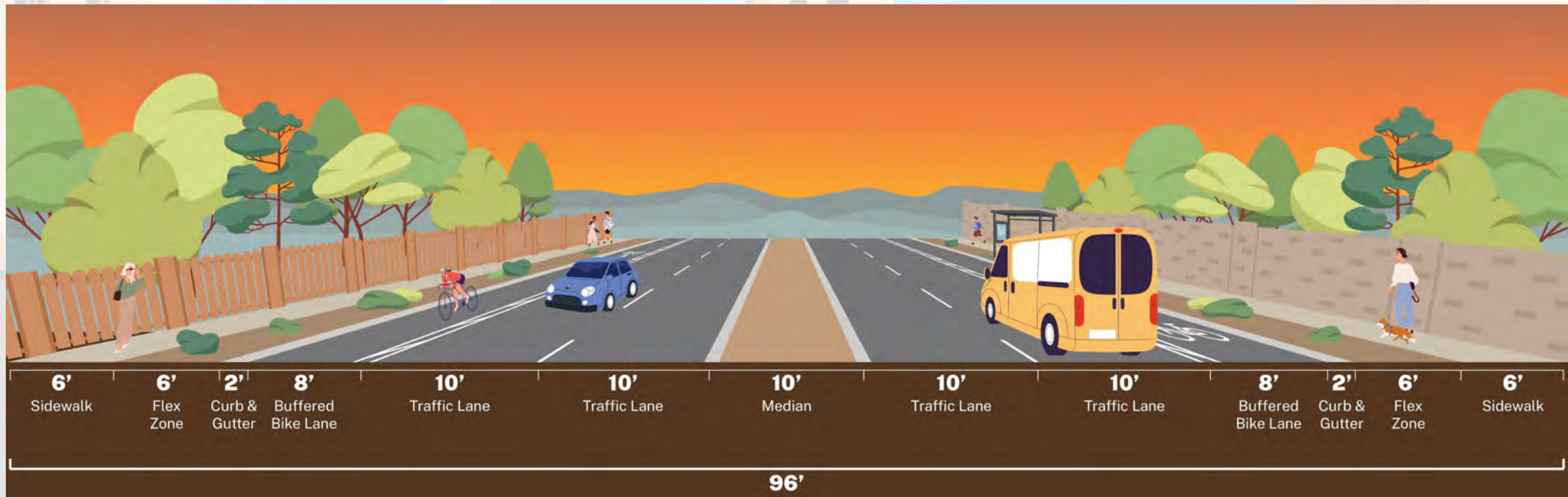
Type III	Preferred
Pedestrian Zone	6' Both sides
Flexible Zone	6' Both sides
Curb & Stormwater	2'
Bicycle Zone (Both sides)	8'
Parking, Loading, and Transit Zone	9'*
Vehicular Zone	20' to 40'
Travel Lanes	2 to 4
Lane Width	10'
Median Zone	10'
ROW Required	74' - 94'



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ROW Required	74' - 94'



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Example Cross Section Historically Constrained Zia Rd. (Type II)

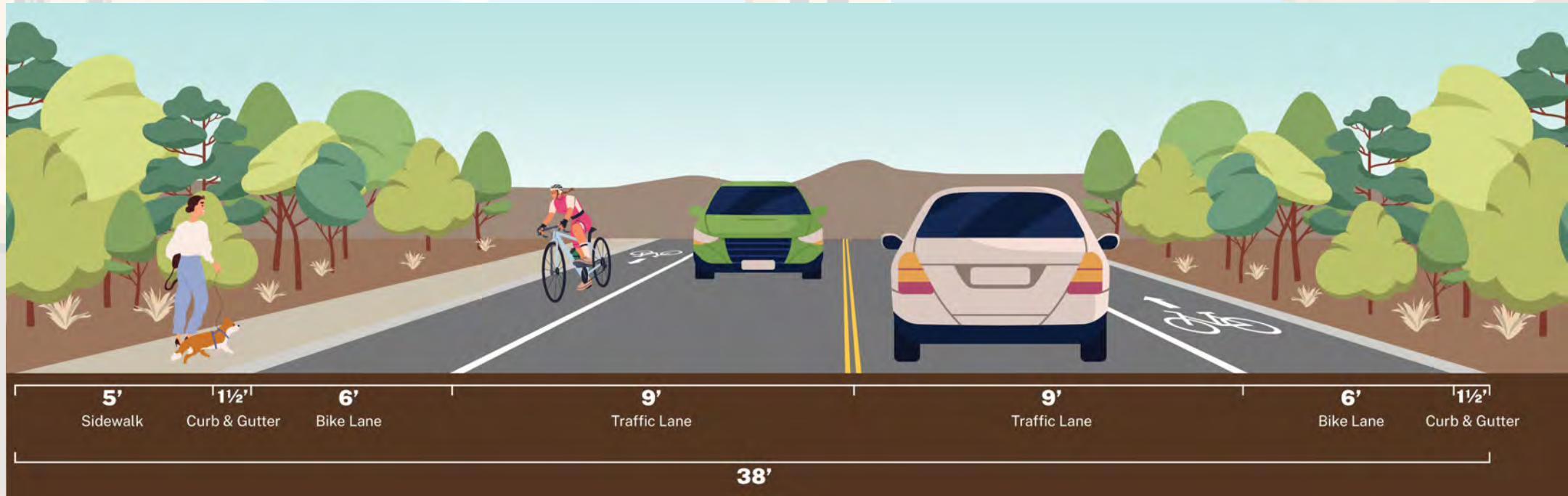
Type II	Historically Constrained
Pedestrian Zone	5' One side
Flexible Zone (Both sides)	0'
Curb & Stormwater (Both sides)	1.5'
Bicycle Zone (Both sides) (Plan - dependent)	6' (Required – on bike route)
Parking, Loading, and Transit Zone	8' (not on bus route, no existing on - street parking)
Vehicular Zone	18'
Travel Lanes	2
Lane Width	9'
Median Zone	0'
ROW Required	32'



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ROW Required	32'



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Street Design Guide

- Applies a complete streets approach
- Provides a menu of alternatives that respond to local context
- Ensures new roads are safe, multimodal, and include planned infrastructure
- Guides redevelopment of existing roadways
- Responds to changing climate (green stormwater) and preferences (increased multimodal options)



THANK
YOU